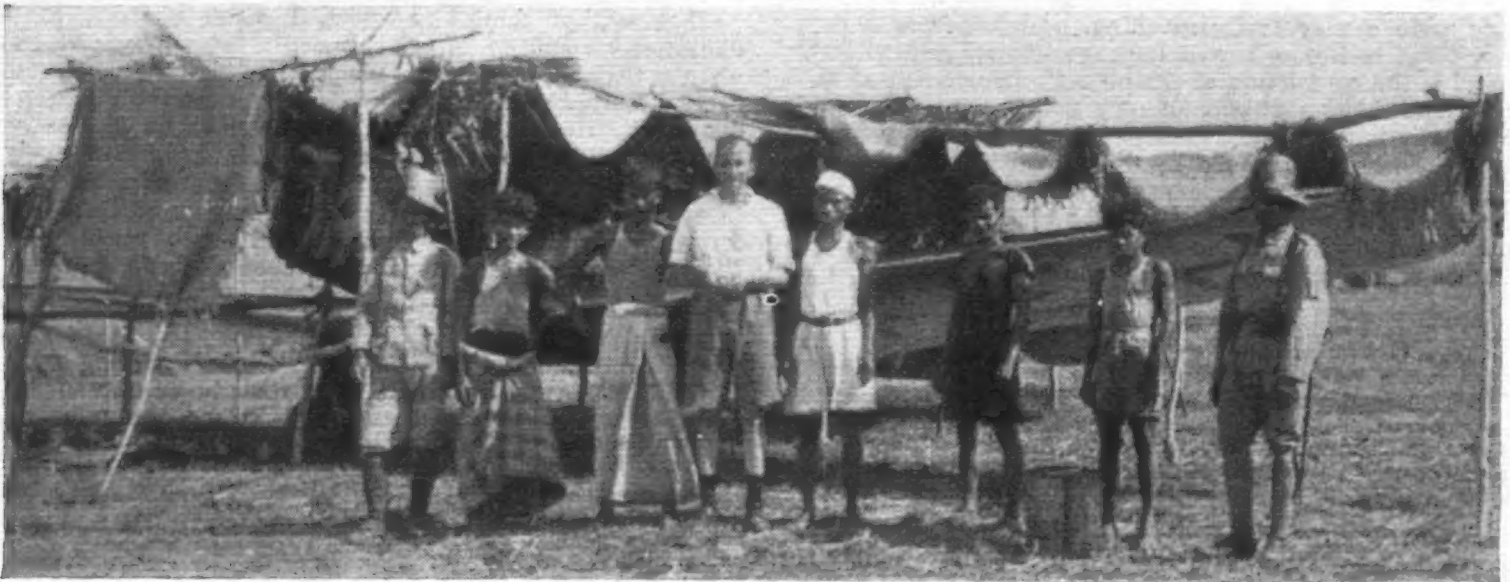


# COMMERCIAL AVIATION



**INTERLUDE :** On the face of it, hardly an air transport subject, this photograph of Mr. H. F. Broadbent (with two sentries and five porters), standing in front of his sun-protected Vega Gull at Sesok, on Flores, where he landed on his outward record attempt. Nevertheless, Qantas, K.L.M. and K.N.I.L.M., not to mention the Netherlands navy and the D.H. company, made it possible for a new airscrew to be sent and fitted in record time. The story of his record homeward flight appeared in last week's issue.

## THE WEEK AT CROYDON

### "A. Viator's" Weekly Causerie on Airline Affairs at London's Main Terminal and Elsewhere

**L**AST week, chiefs of Air Lingus Teoranta, the Irish company, flew to Holland. There, it is understood, they displayed considerable interest in the K.L.M. Lockheed Fourteen.

Like British Airways, they know what they need and are determined to have it; and as the purchase of Lockheeds by British Airways followed a visit to Holland, I should not be surprised to see the Irish company's name (in good Erse) on the sides of a fleet of Fourteens before many moons have waxed and waned.

On Wednesday of last week the Prime Minister of France, M. Daladier, and the Foreign Minister, M. Bonnet, crossed from Paris by Air France in the Bloch—which machine, by the way, is collecting quite a lot of the Paris passenger traffic, for it combines speed with comfort, and at the same time has the size and dignity of the real airliner. The public, any traffic man will tell you, does not really like small aeroplanes.

M. Daladier, when he disembarked at Croydon, was carrying a hat box which, one suspected, contained a phenomenally tall, tall, hat. He is one of France's shortest politicians (in the Cabinet, anyway) so we sent Lord Halifax to meet him, who is surely the tallest member of the British Cabinet.

The closely guarded secret of the new main hall office at Croydon Airport, which used to be part of the ladies' lounge and cloakroom, is now revealed. North Eastern Airways have taken this room and will presumably abandon their small hall office.

From all points of view, save, perhaps, that of lounging lady passengers, this new office is a great improvement and another excellent innovation is a portico, with draught-proof doors, to the emigration hall.

Before its erection, it was rumoured, passport officials were liable to be frozen rigid and had to be rubbed with snow by the Airport doctor.

Richard Tauber, with monocle (and why not? they are not the prerogative of the Army and Diplomatic Corps), arrived by Swissair last week from a holiday in Zurich, and Dr. Malcolm Sargent flew to Palestine, where he is to conduct a concert at Tel Aviv. He made use of the "Rome Air Rapide"—a combined K.L.M., D.L.H., and A.L.I. line—as far as Rome and thence by the Italian Ala Littoria to Haifa.

Combined air services become more and more fashion-

able as longer lines develop and aviation politics become more complicated. Two good examples are the K.L.M.-C.L.S. route via London, Prague, Vienna, Budapest. The Czechoslovakian and Royal Dutch companies run this line on such complete co-operation that their flying stock of Douglas machines is practically identical unless you look at the registration letters on the fuselage. Another example is the A.B.A./K.L.M. Scandinavian Air Express, where flying stock and organisation throughout are identical.

If it is by any means avoidable never have your passengers change from one type of aeroplane to another on a trip. Comparisons are odious, and passengers prefer to make the odious sort, if they can, *experto crede!*

I hear that the first Lockheed Fourteens to be seen in that part of the world have arrived at Soerabaya, Dutch East Indies, where the Netherlands Indies company, K.N.I.L.M., is assembling them. They will be flown to Bandoeng to be tested. These machines are designed for the K.N.I.L.M. link-up between Batavia and Sydney, which will be, I suppose, a two- or two-and-a-half-day schedule.

### Late Arrivals

Sooner or later (and the sooner the better) companies will have to get together and make a really firm stand against the passenger who turns up a minute before the scheduled departure time of the passenger coach from London terminals or who disembarks like a shot from a gun from his private car at the airport and giggles because (a) he has kept the liner and, incidentally, some twenty other passengers waiting, and (b) because the company has been mug enough to wait for him.

It is more and more necessary to get away strictly to time and, bar very exceptional weather conditions, it is not difficult to do so, except for these last-minute passengers. The combination of the late passenger and a strong head-wind is going to upset all sorts of vital connections somewhere on the Continent, and may cause passengers on long-distance routes to make a night stop which would have been saved by punctual departure.

Passengers have in their bonnets two bees which at times assume all the attributes of fighting hornets. One is that these air people are easy and will always wait for one, and the other is that you can leap from car to plane as if